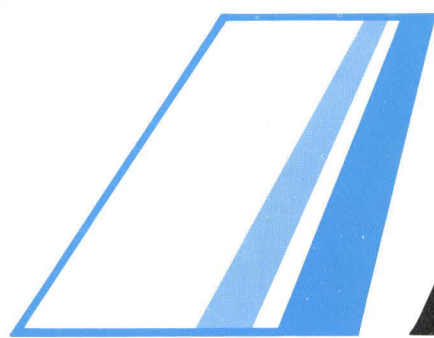


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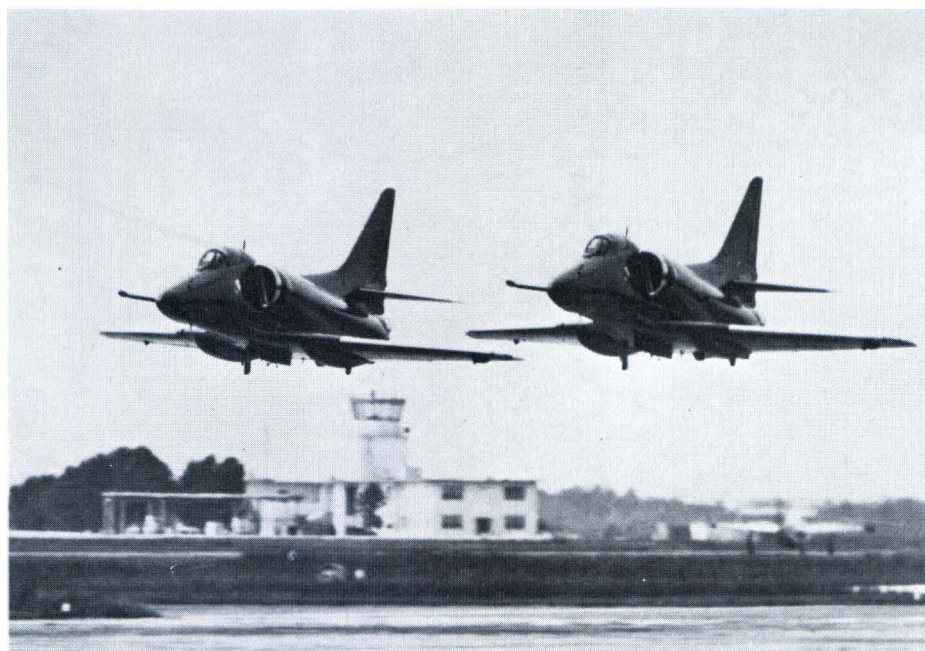


Palmetto AVIATION

VOLUME 30/NUMBER 10

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OCTOBER, 1980



70 attend Myrtle Beach Airport meet

More than 70 persons, including airport managers, operators and FBO's attended the third annual S.C. Airports Conference held last month in North Myrtle Beach.

The two-day conference, held Sept. 3 and 4 at the Howard Johnson's Hotel, featured a variety of interesting topics designed to educate, enlighten and inform those in the aviation community.

A featured speaker was Clark Sharpe, chief, Civil Rights Section, Southern Region, FAA. Sharpe outlined the FAA compliance guidelines for hiring and employing minority business enterprises in airport construction and capital improvements projects.

Lt. Steve Smith discussed efforts by SLED to halt the ever increasing airborne drug trafficking in South Carolina and gave the FBO's several tips to identify drug smugglers and their aircraft.

During the luncheon, served on the hotel patio overlooking the ocean, Sen. John C. Lindsay, chairman, Senate Transportation Committee, congratulated the group for their hard work and efforts to make the state's aviation transportation system one of the best in the nation. He also advised them to keep their local representatives and senators informed of their needs so they can get the needed legislative support for their programs.

After lunch, Harold Little and Jim Addison of the FAA Atlanta District Office, talked about the future of Airport

Blue Angels to perform at Shaw AFB Nov. 1, 2

The Blue Angels, The Navy's precision aerial demonstration team, will highlight a two-day open house program at Shaw AFB, Nov. 1 and 2.

Other featured attractions include the Marine Corps AV-8A Harrier, a vertical take off and landing aircraft, and the Chuting Stars, the Navy's precision parachute team.

Additional attractions include displays and demonstrations of Air Force jet fighter aircraft, static displays of equipment, K-9 dog demonstrations, and band and drill team demonstrations.

According to base spokesmen, the open house is an opportunity for the civilian community to visit the base and observe first hand the equipment and personnel of the Department of Defense.

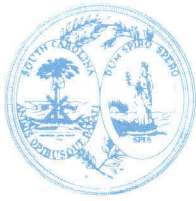
Admission is free. Activities will begin at 11 a.m. and end at 5 p.m. both days. The base is located about 35 miles east of Columbia on U.S. 76.

Beginning Oct. 29, Air Force officials ask that general aviation pilots exercise extreme caution while flying within five to seven NM of Shaw facilities because of high speed maneuvers that the Blue Angels will be practicing.

Also, because of traffic density on Nov. 1 and 2, the base will be closed to general aviation traffic. Private pilots must plan on using alternate methods of transportation to the base.

For further information, contact the 363rd TRW Public Affairs Office at 803/668-8110, ext. 3816 or 3492.

Continued on page 2



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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S.C. Aeronautics Commission Chairman Joe Wilder speaks to attendees at Third Annual S.C. Airports Conference held at North Myrtle Beach.

Airports conference

continued from page 1

Development Aid Program (ADAP) legislation and what form the new bill will likely take.

Frank Kelley, South Carolina's FAA Accident Prevention specialist, gave an informative presentation on airport safety.

Columbia attorney George Kosko, who specializes in aviation law, talked to the group concerning private airports and their funding problems and recent changes in FAA guidelines pertaining to the carrying for hire of federal election candidates. (See article page 3).

Aeronautics Commission planner Jimmy Golf gave an overview of the state airport systems plan and the 5010 airport inspection being conducted by the Commission staff and Bill Goodwin, Public Information Director, discussed several promotional methods to introduce more people to flying and increase airport business.

Aviation Calendar

October 17 - 19

Experimental Aircraft Association's Chapter III annual fall fly-in, antiques and classics, Woodward Field, Camden, S.C. Contact: Bill Hawkins 4432-3095.

October 30

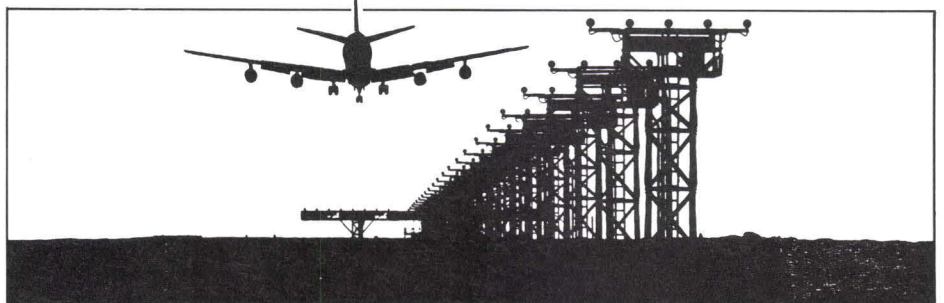
FAA Safety meeting, Aero Aviation, John's Island Airport, 7 p.m.

November 1

Cessna Skyhawk Association, Skylane Society first annual fly-in, Woodward Field, Camden. Contact: Bob Green 803/432-3586.

November 1 - 2

Shaw AFB open house featuring Navy's Blue Angels, Harrier, static displays. 11 a.m. - 5 p.m. both days. Base closed to general aviation traffic.



Commission directed to cut budget by seven percent

The S.C. Aeronautics Commission, along with all other state agencies, has been directed to cut its 1981-82 budget to keep the state in the black in light of declining revenue projections.

The Budget and Control Board has directed that all state agencies cut their personal services' budgets seven percent below this year's allocation. For the Aeronautics Commission, this translates into a \$43,493 reduction in our personnel beginning July 1, 1981.

The B&C Board has asked that the reductions not affect present levels of service. However, since the Commission has been mandated to reduce its personnel by seven percent, the agency will have to analyze its programs to see where the directed reductions can be affected.

The agency will give close scrutiny to services presently being provided and look at areas where cuts may be affected with the least impact.

EAA fly-in set Oct. 17-19 at Camden

Old airplanes of all types — classics, antiques, exotic homebuilts and lovingly restored warbirds — will descend on Camden Oct. 17 - 19 during the Experimental Aircraft Association's Chapter III annual fall fly-in.

Bill Hawkins, owner of Hawk Aviation at Woodward Field and incoming president of Chapter III, said he expects about 300 airplanes and 1,000 people during the three-day event.

"We had those kinds of numbers at Burlington, N.C. during our Spring fly-in," Hawkins said. "If the weather is good, we will have that many here."

An awards banquet will be held Saturday evening at the Holiday Inn with about 200 expected. According to Hawkins, Camden is the permanent base for the EAA's fall fly-in and will host the event every year.

Chapter III, an antiques and classics chapter of the EAA, includes North Carolina, Virginia and part of South Carolina. Membership is open to all who love old airplanes.

FAA now allows payment for flying federal candidates

BY GEORGE KOSKO
Attorney at Law

A recent change in the Federal Air Regulations now allows non-commercial aircraft operators to receive payment for carrying candidates in a federal election.

However, operators should check with their insurance carrier to see if such payment would violate a policy covering private business and pleasure flying.

Regulation 91.59 has been amended to allow non air taxi or non-commercial operators to be paid for carrying a candidate, an agent of a candidate or a person traveling on the candidate's behalf.

The payments may be received if the operator's primary business is not that of air taxi or commercial operator. Also, the flight must be conducted under Part 91 rules and payment must not exceed the amount required to be paid by regulation of the Federal Election Commission.

The FAA rule apparently removes the operator from being considered an air taxi or commercial operator, however, the regulation does not change the operator's insurance policy.

The major insurance companies said that if an operator has an insurance policy covering "private business and pleasure," the receiving of payment for any flight could violate his policy.

"The FAA does not pay claims, the insurance company does," one company executive said.

It is therefore imperative that any pilot or owner of an aircraft who is contemplating the flying of political candidates or their staff, and receiving payment for such flight, should contact his insurance agent or broker and secure an endorsement on his insurance policy.

Stuart Hope, of the Hope Insurance Company in Columbia advised that securing the proper endorsement would not be a difficult and time consuming problem.

Mr. Kosko, an attorney with the firm of Kennedy, Price, Kosko and Coffas in Columbia specializes in the practice of aviation law.



Oct. 12 Greenwood

Oct. 26 Orangeburg
Annual election of officers

Nov. 9 Open

Nov. 23 Clemson

Aircraft hits parachutist

The Associated Press reports that a parachutist who jumped 7,500 feet was struck and killed by a cargo plane in what one aviation official called a "one-in-a-billion" accident last month.

"The parachutist was in the free-fall portion of his jump, which means he hadn't pulled his chute yet and was moving at a tremendous speed," an FAA official said.

"The plane itself was probably going 200 mph. If the jumper had his chute out, they could have seen him, but it was one of those freak, one-in-a-billion occurrences."

The accident happened in the skies over the Borderland Air Sports Center, in Otay, southeast of San Diego.

John Peter Nichols, 24, was pronounced dead at the scene of the incident, according to the San Diego County Sheriff's Department.

South Carolinians win sweepstakes

Four persons from South Carolina have won \$100 flight proficiency prizes in the Safepilot '80 General Aviation Manufacturers Association (GMAA) sweepstakes.

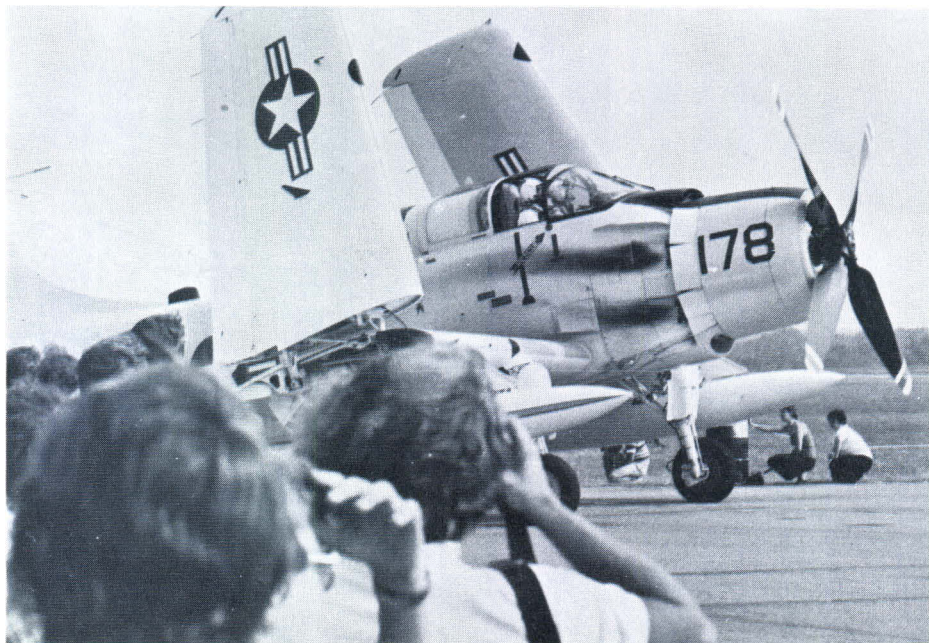
All persons who attend FAA approved safety meetings during 1980 are eligible for the \$100 monthly prizes and for the grand prize — a \$50,000 airplane — to be awarded in January, 1981.

Two \$100 flight proficiency prizes are awarded monthly in each of the FAA's eleven regions.

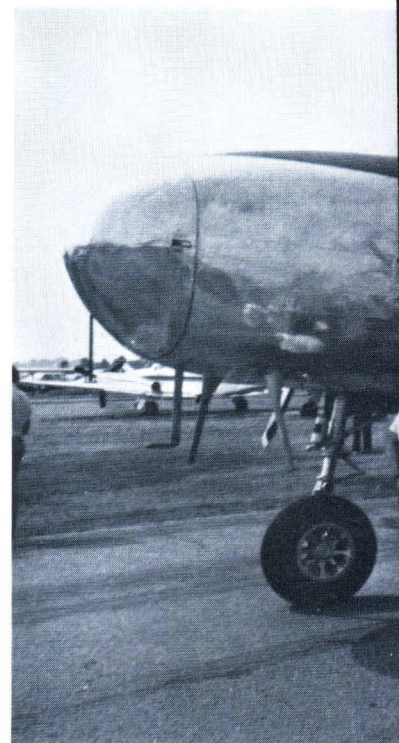
South Carolina winners are: January, Ray Clarke of Florence; May, John L. Whitmire of Greenville; April, W.F. O'Brien of Lugoff; and July, Jess Bogan of Arcadia.



In addition to the varied aircraft flying and on display, the U.S. Army furnished tanks and mobile howitzers which attracted the kids like flies to candy. Above, several children use the barrel of a mobile cannon as a convenient perch to watch the airborne activities. Below, a U.S. Air Force A-10 pilot explains to a crowd of interested listeners just what is involved in flying the "warthog," penetrating a target, evading the enemy and returning home.

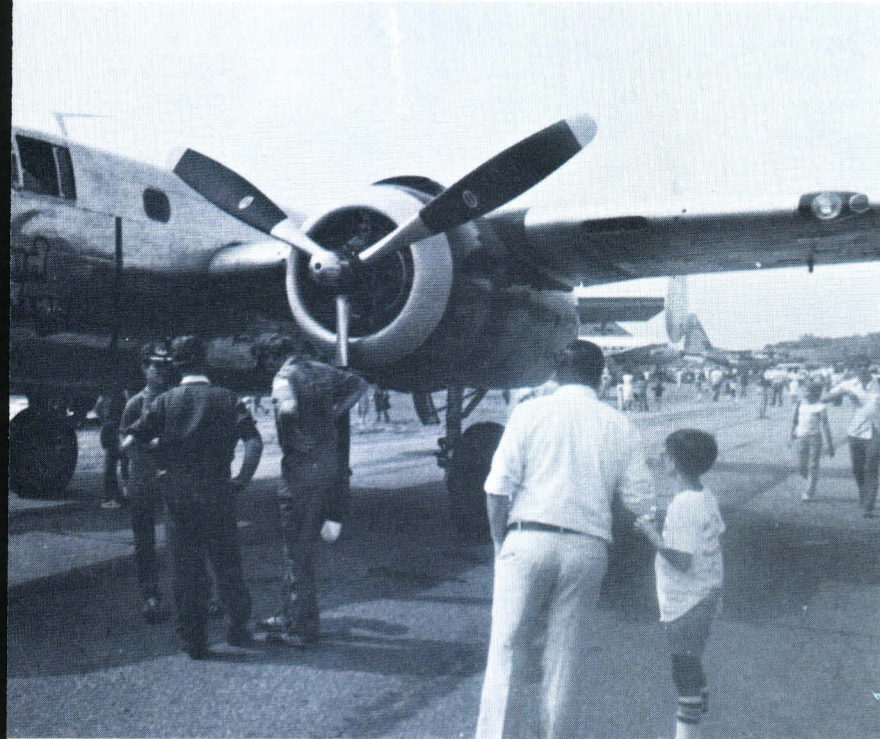


Thousands to benefit



Aeronautics Commission Photos

Turn out for air show Boys Home of the South



Thousands of people jammed into the Anderson Airport Sunday, Sept. 14 for the 15th annual Boys Home of the South Airshow. Dozens of cars were still lined up more than a mile down the road waiting to get into the airport 30 minutes after the show began. Ticket takers finally gave up trying to collect money from the cars and waved the people on into the airport. Besides eye-popping aerobatics from Chipmunks and the lightning-fast Pitts Special, there was a large number of warbirds on hand from the Valiant Air Command, including the famed Mitchell B-25 bomber, above, and the Navy torpedo bomber, left, and the sleek, powerful P-51 Mustang.



FAA written test centers in South Carolina

The following written test centers have been designated by the Columbia GADO to administer certain written tests. The fee will be \$10.00 for any written test.

Greenville Aviation Services, Inc., Greenville, South Carolina. Tests are administered, by appointment only, each Wednesday and Saturday, between the hours of 8:00 a.m. and 4:00 p.m. For appointments, please contact Ray Allen or Lucille Johnson at 803/242-4201.

Miller Aeronautics, Inc., Columbia, South Carolina. Tests are administered each Saturday and Sunday, between the hours of 8:00 a.m. and 5:00 p.m., without appointment, and **by appointment only** on Wednesdays between 4:00 p.m. and 10:00 p.m. For appointments, please contact Frances Miller, Sylvia Roth, Phyllis Dale, or Nancy Martin at 803/794-6333.

North American Institute of Aviation, Conway, South Carolina. Tests are administered, by appointment only, each Saturday, between the hours of 9:00 a.m. and 5:00 p.m. For appointments, please contact Stan Frie, Larry Larsen, or Roger Vaarum at 803/397-9111.

These three testing centers will **only** administer the following written tests:

- Private Pilot-Airplane
- Commercial Pilot-Airplane
- Instrument Rating-Airplane
- *Airline Transport Pilot-Airplane
- Flight Instructor-Airplane
- Flight Instructor-Instrument-Airplane
- Fundamentals of Instructing

Trident Technical College, Charleston, South Carolina. Tests are administered, by appointment only, on the first and third Saturday of each month, between the hours of 9:00 a.m. and 3:00 p.m. For appointments, please contact Margaret Giddens, David Guerin, or Charles Lee at 803/747-8151 or 803/744-0116.

This testing center will administer the following written tests:

- | | |
|---------------------------------------|----------------------------------|
| Private Pilot-Airplane | *Aviation Mechanic General |
| Commercial Pilot-Airplane | *Aviation Mechanic Airframe |
| Instrument Rating-Airplane | *Aviation Mechanic Powerplant |
| *Airline Transport Pilot-Airplane | **Flight Engineer-Basic |
| Flight Instructor-Airplane | **Flight Engineer-Turbojet (727) |
| Flight Instructor-Instrument-Airplane | **Flight Engineer-Turbojet-Basic |
| Fundamentals of Instructing | (FEX-727) |

*Requires authorization from GADO prior to taking test.

**May require authorization from GADO prior to taking test.

Any written tests not listed above will be administered only at the GADO in Columbia, South Carolina, Mondays through Fridays, between the hours of 8:30 a.m. and 5:00 p.m.

Weather-check now eligible for ADAP funds

Artais, Inc., maker of the Weather-Check automatic weather reporting system, says the device has been approved by the FAA for funding under the Airport Development Aid Program (ADAP).

Artais spokesman Art Parker says interested airports should file their ADAP applications now. The system costs about \$30,000 not including installation or maintenance. ADAP will fund up to 90 percent of the cost of the unit. For detailed information on eligibility criteria, contact the company at 4660 Kenny Rd., Columbus, Ohio 43220. Phone 704/523-1852.

The Weather-Check automatically broadcasts airport name, wind speed and direction, temperature, dewpoint, altimeter, density altitude, and NOTAMS from sensors located at the airport. The broadcast is continuous over the Unicom or some other frequency. Weather information is updated every 10 seconds.

On airports with instrument approaches but no weather facility, the Weather-Check altimeter report on the field will in some cases, allow the pilot to use lower minimum altitudes on the approach.

Artais reports that testing for visibility got underway earlier this year. FAA approval is expected early next year when all requirements for Part 135 will be fulfilled.

A Weather-Check installation at Shenandoah Valley Airport in Virginia has been in operation now for a year. The broadcast can be heard by dialing 704/234-9345. Artais reports another installation is scheduled at Ocracoke Island before year's end plus six more units nationwide.

FAA approves St. George radio tower

A proposed 1,000 foot antenna tower for a radio station in St. George has been okayed by the FAA, provided the tower is marked with obstruction lighting.

The tower would be located 20 NM northwest of Charleston AFB/Municipal Airport and 7.5 NM west-northwest of J.E. Locklair Memorial Airport.

The Dorchester County Aeronautics Commission and the Department of the Navy have both objected to the proposal. The Dorchester Aeronautics Commission

said the tower would be an obstruction to the development of the proposed Locklair Airport. The Navy said the tower is in the middle of a high speed-low altitude training route.

The FAA said the tower would be outside the final approach areas of the proposed Locklair Airport runway and would not govern the IFR minimum landing altitudes there. As for the military high speed jet routes, it said they were outside the scope of FAR part 77 (standards for

determining obstructions to air navigation).

The tower would raise the minimum radar vectoring altitude at Charleston to 2,000 feet within three NM of the tower; and the Minimum Obstruction Clearance Altitude (MOCA) on V-18-53, from Charleston to SACKS Intersection, would be raised to 2,000 feet AMSL.

The tower would be built by WDWQ-FM radio in St. George.

Several Anderson residents convinced strange object was real UFO

Anderson County resident Jerry McAlister said he never believed in flying saucers and he used to laugh at people who did.

But one early morning last month he saw something so big, so bright and so loud hovering over his back yard — something that was unlike anything he had ever seen or even thought of before — that he was forced to accept the possibility the UFO's may exist.

McAlister, who is recuperating from a broken foot, said he had been lying awake Thursday morning, Sept. 11, listening to his police scanner as the police and rescue squad worked a tractor trailer accident on I-85.

"I just lay there in bed till about 4 a.m. We have five girls and we have to get them up about five every morning; So I figured I'd just turn over and get a quick nap," he recalled.

"I was almost sound asleep when a noise woke me up. It sounded like a helicopter crashing in the back yard. When I got awake, the whole house was lit up; all this structure and yard out here — about two acres was as bright as ever," he said.

McAlister managed to hop to the bedroom window and immediately saw the craft hovering about 25 feet above a stand of pines about 100 feet behind his house. He said the craft looked to be about 70 feet in diameter and two stories high. He said it was spinning "in a clockwise motion" and was oscillating a little, like a raft on an uneven sea, as it floated above the trees.

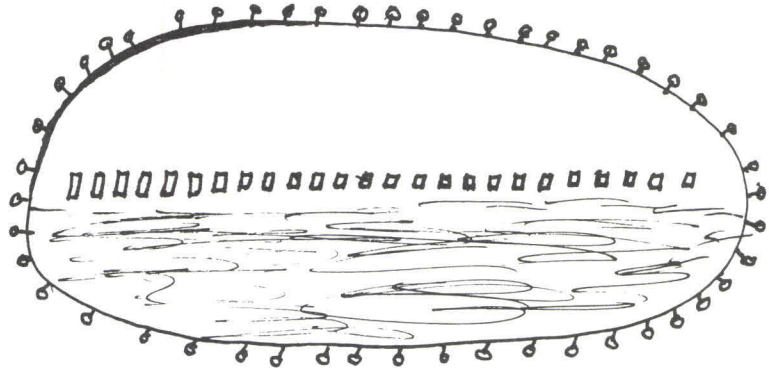
McAlister said the craft had bright lights all around it, but he said he could catch a glimpse of its shape when it would tip up slightly and take the lights off his face.

From a drawing he made, the craft appears to be shaped like an elongated ellipse, with a row of rectangular windows running in a band around its middle.

"From the windows down, you could see the whole structure; it was black steel — solid steel, it looked like. Just as smooth," McAlister said he could see no numbers, letters, symbols or other identifying marks on the body of the craft.

When he got a good view of it and saw what it was, he poked his wife with one of his crutches to awaken her.

"She jumped up — it was so bright she



Drawing by Jerry McAlister of UFO he saw September 11.

couldn't hardly see at first — she got to the window and said, 'Oh my God, how beautiful.' "

His wife woke their five girls. The oldest daughter got to the window in time to see the craft before it moved off to the northeast, toward a nearby soybean field.

"When it got to the field," McAlister said, "it turned straight up and sped off like a streak of light." But it didn't go away, it stayed visible in the sky about eight miles from McAlister's house until dawn.

"My wife and I and even my children — none of us — we didn't get scared. It was so beautiful; it just tickled us to death. It was thrilling to see that right there," he said pointing to the pine trees.

McAlister called the Anderson County Sheriff's Department and reported the sighting. The police first thought the report was a hoax, but when McAlister called a second time, the department sent two cars to the Parnell Road address.

McAlister, the deputies, his wife and five children, his two next door neighbors and two of their children watched the UFO for nearly three hours, as it sat more or less stationary in the northeastern sky, about eight miles away.

"My neighbor has a high powered telescope. He set it up on a tripod and zeroed in on it," McAlister said.

"You could still see it turning clockwise, you could see the windows in it and the lights were still so bright. At five minutes after seven, it shot straight up, out of sight and we didn't see it any more. It was the most beautiful sight I have ever seen in my life."

Unfortunately, McAlister, his wife and oldest daughter paid for the sight with an uncomfortable stinging sensation in their

eyes the next day or two.

The three were suffering from conjunctivitis, according to the New York City based Scientific Bureau of Investigation (SBI). Pete Mazzola and Jim Fillow of SBI flew down to take radiation measurements and interview the McAlisters the day after the incident.

"We feel like this is a credible, believable sighting," Mazzola said. "We want to see if there is any trace of a UFO."

The two investigators took radiation readings from the area below where the UFO hovered and from the pine trees themselves. They also interviewed the twenty or so persons who saw the craft using voice stress analyzer machines. The stress analyzer is like an electronic lie detector.

In their report, SBI said geiger counter readings showed "an increase in radiation" over the area where the UFO was observed: from a background reading of .02 - .05 miliRoentgens per hour (mR/hr) to .06 - .09 mR/hr over the area where it apparently hovered.

The voice stress analyzer indicates that all the people who said they saw the object were telling the truth, according to the report.

The McAlisters' conjunctivitis was apparently the result of close-up exposure to the bright lights on the craft. The UFO hovered near the house for about three minutes and all who saw it close up, reported stinging, irritated eyes.

"The only possibilities that remain are, one, the object was some sort of military or experimental research aircraft; two, the object was indeed a UFO," the report said.



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(POPE AFB, N.C.) . . . Cadet Barbara Brown makes the high stepover look easy as Cadet MSgt Norwood Bodie looks on. The cadets got a chance to run the Fort Bragg obstacle course during the recent Wing Summer Encampment at Pope Air Force Base.

Greenwood Aviation group conducting membership drive

The Greenwood Aviation Association was formed a little over a year ago to provide a means for those interested in aviation to get together and do some hangar flying.

W.R. Molden writes that the group meets the third Thursday of each month, usually at the Greenwood County Airport. Each meeting consists of an activity or a speaker with the emphasis on improving flying safety. Average attendance at each meeting is 20 people.

Cessna Skyhawk, Skylane groups plan fly-in

The Cessna Skyhawk Association and Skylane Society have announced plans for their first annual fly-in at Camden's Woodward Field on November 1, 1980.

This event will also serve as an open house for members and prospective members to meet the staff and other members.

Since their move to Camden in February the CSA and CSS have been planning this fly-in, and hope to make it a yearly event.

The fly-in will be from 9 a.m. - 11 a.m. and 1 a.m. - 1 p.m. There will be fly-bys, precision landing contests and judging of the aircraft.

At 1 p.m., participants will enjoy Bar-B-Que catered by Hammy's of Elgin.

The CSA and CSS now have combined membership of well over 4,000 from all over the world and parties interested in either membership, the fly-in or both should contact Bob Green, Executive Director at P.O. Box 761, Camden, South Carolina - 29020 or (803) 432-3586.

The group is presently conducting a membership contest. First prize is the new Jeppesen flight computer. According to Molden, the only requirements for membership are an interest in flying or airplanes and the \$10 membership fee.

For its October meeting, the group will fly to Greer to visit the new radar facilities at the jetport. In November, a safety meeting will be held, featuring a talk by Frank Kelley, FAA Accident Prevention Specialist.